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APPLICATION NO.	FILING DATE	FIRST NAMED INVENTOR	ATTORNEY DOCKET NO.	CONFIRMATION NO.
09/611,230	07/06/2000	Dario Barberis	Q-59991	4825

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Sughrue Mion Zinn MacPeak & Seas PLLC  
2100 Pennsylvania Avenue NW  
Washington, DC 20037-3202

EXAMINER

BURCH, MELODY M

ART UNIT	PAPER NUMBER
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3613

DATE MAILED: 03/07/2002

Please find below and/or attached an Office communication concerning this application or proceeding.

# Office Action Summary

Application No.

09/611,230

Applicant(s)

BARBERIS ET AL.

Examiner

Melody M. Burch

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-- The MAILING DATE of this communication appears on the cover sheet with the correspondence address --

## Period for Reply

A SHORTENED STATUTORY PERIOD FOR REPLY IS SET TO EXPIRE 3 MONTH(S) FROM THE MAILING DATE OF THIS COMMUNICATION.

- Extensions of time may be available under the provisions of 37 CFR 1.136(a). In no event, however, may a reply be timely filed after SIX (6) MONTHS from the mailing date of this communication.
- If the period for reply specified above is less than thirty (30) days, a reply within the statutory minimum of thirty (30) days will be considered timely.
- If NO period for reply is specified above, the maximum statutory period will apply and will expire SIX (6) MONTHS from the mailing date of this communication.
- Failure to reply within the set or extended period for reply will, by statute, cause the application to become ABANDONED (35 U.S.C. § 133).
- Any reply received by the Office later than three months after the mailing date of this communication, even if timely filed, may reduce any earned patent term adjustment. See 37 CFR 1.704(b).

## Status

- 1) ☒ Responsive to communication(s) filed on 02 January 2002.
- 2a) ☐ This action is **FINAL**. 2b) ☒ This action is non-final.
- 3) ☐ Since this application is in condition for allowance except for formal matters, prosecution as to the merits is closed in accordance with the practice under *Ex parte Quayle*, 1935 C.D. 11, 453 O.G. 213.

## Disposition of Claims

- 4) ☒ Claim(s) 12-22 is/are pending in the application.
- 4a) Of the above claim(s) \_\_\_\_\_ is/are withdrawn from consideration.
- 5) ☐ Claim(s) \_\_\_\_\_ is/are allowed.
- 6) ☒ Claim(s) 12-22 is/are rejected.
- 7) ☐ Claim(s) \_\_\_\_\_ is/are objected to.
- 8) ☐ Claim(s) \_\_\_\_\_ are subject to restriction and/or election requirement.

## Application Papers

- 9) ☐ The specification is objected to by the Examiner.
- 10) ☒ The drawing(s) filed on 02 January 2002 is/are: a) ☒ accepted or b) ☐ objected to by the Examiner.
- Applicant may not request that any objection to the drawing(s) be held in abeyance. See 37 CFR 1.85(a).
- 11) ☐ The proposed drawing correction filed on \_\_\_\_\_ is: a) ☐ approved b) ☐ disapproved by the Examiner.
- If approved, corrected drawings are required in reply to this Office action.
- 12) ☐ The oath or declaration is objected to by the Examiner.

## Priority under 35 U.S.C. §§ 119 and 120

- 13) ☐ Acknowledgment is made of a claim for foreign priority under 35 U.S.C. § 119(a)-(d) or (f).
- a) ☐ All b) ☐ Some \* c) ☐ None of:
1. ☐ Certified copies of the priority documents have been received.
2. ☐ Certified copies of the priority documents have been received in Application No. \_\_\_\_\_.
3. ☐ Copies of the certified copies of the priority documents have been received in this National Stage application from the International Bureau (PCT Rule 17.2(a)).
- \* See the attached detailed Office action for a list of the certified copies not received.
- 14) ☐ Acknowledgment is made of a claim for domestic priority under 35 U.S.C. § 119(e) (to a provisional application).
- a) ☐ The translation of the foreign language provisional application has been received.
- 15) ☐ Acknowledgment is made of a claim for domestic priority under 35 U.S.C. §§ 120 and/or 121.

## Attachment(s)

- 1) ☐ Notice of References Cited (PTO-892)
- 2) ☐ Notice of Draftsperson's Patent Drawing Review (PTO-948)
- 3) ☐ Information Disclosure Statement(s) (PTO-1449) Paper No(s) \_\_\_\_\_
- 4) ☐ Interview Summary (PTO-413) Paper No(s). \_\_\_\_\_
- 5) ☐ Notice of Informal Patent Application (PTO-152)
- 6) ☐ Other:

## **DETAILED ACTION**

### ***Claim Objections***

1. The claims are objected to because of the following informalities: they are replete with grammatical errors including but not limited to the phrase "a first and second bi-directional transmission lines" in line 4 of claim 12 which should be changed to --first and second bi-directional transmission lines-- and "to solenoid valve units" in line 10 of claim 12 which should be changed to --two solenoid valve units--. Appropriate correction is required.

### ***Claim Rejections - 35 USC § 112***

2. The following is a quotation of the second paragraph of 35 U.S.C. 112:

The specification shall conclude with one or more claims particularly pointing out and distinctly claiming the subject matter which the applicant regards as his invention.

3. Claims 12-22 are rejected under 35 U.S.C. 112, second paragraph, as being indefinite for failing to particularly point out and distinctly claim the subject matter which applicant regards as the invention. The claims are replete with 112 issues including but not limited to:

- the phrase "said main engine" in line 6 of claim 12 which should be changed to --said at least one main engine--;
- the phrase "sensor devices associated with the carriage or wagon" in line 11 of claim 12. It is unclear whether the are associated with one carriage or wagon or a respective one of the plurality of carriages or wagons;

- the phrase "the main control unit" claimed in line 12 of claim 12 and the phrase "the main control units" in line 8 of claim 17 are indefinite as it is unclear whether Applicant is intending to refer to the "main control" or to a new element called "main control unit";
- the phrase "transmit signals" in line 2 of claim 17 is indefinite as it is unclear whether Applicant is referring to brake control signals or state signals, etc.

***Claim Rejections - 35 USC § 103***

4. The following is a quotation of 35 U.S.C. 103(a) which forms the basis for all obviousness rejections set forth in this Office action:

(a) A patent may not be obtained though the invention is not identically disclosed or described as set forth in section 102 of this title, if the differences between the subject matter sought to be patented and the prior art are such that the subject matter as a whole would have been obvious at the time the invention was made to a person having ordinary skill in the art to which said subject matter pertains. Patentability shall not be negated by the manner in which the invention was made.

5. Claims 12-16 and 21 are rejected under 35 U.S.C. 103(a) as being unpatentable over Engle et al. in view of Fujioka et al.

Re: claims 12, 14, 15, and 21. Engle et al. disclose a communication and control system in combination with a railway train which comprises at least one main engine 26 and a plurality of carriages or wagons 30 as shown in figure 1, the communication and control system comprising: first and second bi-directional transmission lines 70,82 shown in figure 3 or 128,132,130,134 shown in figure 4 and disclosed in col. 6 lines 15-25 which extend parallel to and spaced from one another along the train; a main control 68,74 installed on the main engine and connected, in the main engine, to both the

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transmission lines and to brake control systems or devices 76,96 of the train as shown in figure 3; a plurality of slave control units 86 each of which is installed upon a respective carriage or wagon and is connected, in the respective carriage or wagon, to both the transmission lines via element 74, two valve units included within element 90 associated with pneumatic brake actuators as disclosed in col. 5 lines 39-52, two sensor devices 72,84 associated with the carriage or wagon; the main control unit and the slave control units being arranged to communicate with one another via the transmission lines according to a predetermined serial protocol as disclosed in col. 6 lines 15-25; the main control unit being arranged to transmit the slave control units brake control signals of serial type, and to receive and acquire information or state signals likewise or serial type from the slave control units via at least one of the transmission lines, but does not specifically disclose that the electrically operated valve units are solenoid valve units associated with the brake actuators.

Fujioka et al. teach the well-known use of solenoid valve units associated with brake actuators in col. 9 lines 13-14. Solenoid valves are conventionally used in association with brake actuators for improved switching speeds and widespread availability. It would have been obvious to one of ordinary skill in the art at the time the invention was made to have constructed the brake actuators of Engle et al. with solenoid valve units, as taught by Fujioka et al., in order to provide a means of reliably controlling brake pressure in the brake pipe.

Re: claims 13 and 16. Engle et al. teach in figure 2 the use of a lead or main engine 26 and at least one further auxiliary engine 28, the auxiliary engine 28 being also

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provided with the control unit 68,74 capable of acting as a slave unit and arranged to receive synchronization signals coming from the control unit of the lead engine and to transmit information or state signals to the control unit of the lead engine via at least one of the transmission lines.

6. Claims 17 and 19 are rejected under 35 U.S.C. 103(a) as being unpatentable over Engle et al. in view of Fujioka et al. as applied to claim 12 above, and further in view of Hsien et al. Hsien et al. teach in figure 2 the use of a control system wherein slave control units 20 disclosed in col. 2 lines 50-51 for the devices 21'-24' are arranged to acquire and transmit signals on one or the other transmission line 31,32 equally, and are moreover operable when they receive a transfer command signal to transfer to the other transmission line signals received on one line, the main control unit 10 being arranged to detect a condition in which the transmission lines 31,32 are both interrupted each between different pairs of slave control units and in such a case to send transfer command signal to at least two slave control units from among those in which there is an interruption of one of the transmission lines in such a way that all the slave control units are able to communicate with the main control units via a provisional transmission line comprising portions of both the transmission lines 31,32 and the slave control units 20 which have been sent the transfer command signal as disclosed in abstract lines 2-4 from the bottom. It would have been obvious to one of ordinary skill in the art at the time the invention was made to have modified the arrangement of Engle et al., as modified, to have included an arrangement, as taught by Hsien et al., in order to provide a level of redundancy in the communication system.

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7. Claim 18 is rejected under 35 U.S.C. 103(a) as being unpatentable over Engle et al. in view of Fujioka et al. as applied to claim 12 above, and further in view of GB-2312260. Engle et al. is silent as to how the system is powered. GB-2312260 teaches in figure 1 the use of electrical power supply devices Bat. 1 and Bat. 2 to distribute power. It would have been obvious to one of ordinary skill in the art at the time the invention was made to have modified the system of Engle et al., as modified, with electrical power supply devices, as taught by GB-2312260, in order to provide a means of driving the control system.

8. Claim 22 is rejected under 35 U.S.C. 103(a) as being unpatentable over Engle et al. in view of Fujioka et al. in view of GB-2312260 as applied to claim 18 above, and further in view of Hsien et al. See paragraph regarding the rejections of claims 17 and 19.

9. Claim 20 is rejected under 35 U.S.C. 103(a) as being unpatentable over Engle et al. in view of Fujioka et al. as applied to claim 12 above, and further in view of Hsien et al. and Larsen. Hsien et al. teach a control system comprising the use of lines operable to transmit electrical power and control signals simultaneously in col. 2 lines 49-53 with regards to the use of power line carrier communication technology and in col. 3 lines 51-53. Larsen teaches in col. 4 lines 62-63 the use of a travelling wave type transmission line.

It would have been obvious to one of ordinary skill in the art at the time the invention was made to have modified the transmission lines of Engle et al., as modified, to transmit both power and control signals simultaneously, as taught by Hsien et al., in order to reduce the number of lines needed in the system.

It would have been obvious to one of ordinary skill in the art at the time the invention was made to have modified the transmission lines of Engle et al., as modified, to be of the travelling wave type, as taught by Larsen, in order to provide an alternate means of transmitting signals from the main control unit to the slave control units.

It would have been obvious to one of ordinary skill in the art at the time the invention was made to have modified the lines of Engle et al., as modified, to be twin



wires which is a well-known line construction, in order to provide improved structural integrity of the lines.

***Response to Arguments***

10. Applicant's arguments with respect to the claims have been considered but are moot in view of the new ground(s) of rejection.


***Conclusion***

11. Any inquiry concerning this communication or earlier communications from the examiner should be directed to Melody M. Burch whose telephone number is 703-306-4618. The examiner can normally be reached on Monday-Friday (7:30 AM-4:00 PM).

If attempts to reach the examiner by telephone are unsuccessful, the examiner's supervisor, Paul Dickson can be reached on 703-308-2089. The fax phone numbers for the organization where this application or proceeding is assigned are 703-305-7687 for regular communications and 703-305-7687 for After Final communications.

Any inquiry of a general nature or relating to the status of this application or proceeding should be directed to the receptionist whose telephone number is 703-308-1113.

*mmb 2/26/02*  
mmb  
February 26, 2002

  
PAUL N. DICKSON  
SUPERVISORY PATENT EXAMINER  
TECHNOLOGY CENTER 3600